

Question for written answer E-002031/2024/rev.1

to the Commission

Rule 144

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Subject: A year and a half after the criminal Tempio train crash, the Greek railway network is still in a dire and dangerous state

A year and a half after the crime at Tempio took place, claiming the lives of 57 people and leaving many injured, necessary measures to ensure the safety of the railway network and protect passengers' lives have not been put in place. In the space of just two months in Greece there have been three railway accidents and another two were narrowly averted.

The Greek Ministry of Transport, the Hellenic Railways Organisation and Hellenic Train have been making unjustified and misleading claims that 'all is safe'. However, can the Commission answer the following:

1. A year and a half on from the Tempio crash, a crime that was waiting to happen, why are the Commission and the Nea Dimokratia Government continuing to put the lives and safety of passengers and workers at risk¹, perpetuating the lack of permanent staff and modern safety systems, the installation of which is expected to be completed in 2040² and is purely cost-benefit-centred?
2. How does it view the fact that Hellenic Train filed a legal appeal against the train drivers' strike and how does it view the court's unacceptable ruling, which declared the strike illegal and unreasonable when the train drivers' demands centred around issues relating to the safety of passengers and workers?

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¹ Proposal for a Regulation of the European Parliament and of the Council on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010 (COM(2023) 0443).

² Report on railway safety and signalling: assessing the state of play of the European Rail Traffic Management System (ERTMS) deployment - European Parliament document No A9-0181/2021.